

Michael R. Cys

4629 North Magnolia Avenue

Chicago, IL 60640

February 16, 1998

MUR 4721

FEB 16 2 56 PM '98
FEDERAL ELECTION COMMISSION
RECEIVED

Chairman Aikens
Federal Election Commission
999 E Street, NW
Washington, DC 20463

Dear Madam Chairman:

In accordance with 2 U.S.C. §437(g)(a)(1) of the Federal Election Campaign Act of 1971, as amended ("FECA"), the undersigned hereby files this Complaint with the Federal Election Commission ("Commission") against Didrickson for U.S. Senate Committee ("Committee") and American Sightseeing, d/b/a Chicago Sightseeing, a business which leases or rents buses.

As will be detailed below, this Complaint alleges that the Didrickson Committee has used a bus leased from Chicago Sightseeing at least since October 25, 1997. The Didrickson Committee failed to report in its 1997 year-end report any cost or expenses associated with the bus rental and it appears that no payments were made by the Committee for the use of the bus.

I. Use of Bus

Failure to disclose any expenses associated with the bus rental and its operation is a violation of 2 U.S.C. §434(b)(4). In the event that no payments have been made for the bus, at the minimum the Committee has violated that provision of the FECA regulations which requires reporting of debts and obligations on Schedule D of its year-end report. (See 11 C.F.R. 104.3).

The fact that the Didrickson Committee disclosed fifty-four thousand, seven hundred and thirty-five dollars and ten cents (\$54,735.10) of debt in its year-end report, yet failed to list any expenses associated with the lease and operation of the bus, indicates that this is a knowing and willful violation of the FECA 2 U.S.C. 437 §(g)(5)(B). Therefore, the Complainant requests that the Commission assess the statutory penalty equal to two hundred percent (200%) of the expenditures made by the Committee and of the corresponding in-kind contribution made to the Committee by the Chicago Sightseeing Company.

Included for your inspection is a document entitled "The Loleta Cruiser, Who paid for it", a true and complete copy of which is attached hereto at Group Exhibit "A" and fully incorporated herein. A best estimate for quantifying the expenses associated with the lease and operation of the bus is set out in Group Exhibit "A" and reflects a minimum of seventy-five thousand two hundred dollars (\$75,200.00) of expenses from October 25, 1997 through the end of the 1997 which were incurred

yet not reported to the Commission. The expenses incurred by the Committee for the use of the bus from January 1, 1998 through February 15, 1998 approximately equal an additional forty-four thousand eight hundred dollars (\$44,800.00), thereby bringing the combined total of expenses for the bus to at least one hundred twenty thousand dollars (\$120,000.00). You will note that this amount does not include the cost of the driver, nor does it account for standard security deposits, insurance coverage or the like which the bus company would charge to clients in the ordinary course of business.

Based on the fact that the bus is decorated in customized "shrink wrap" specifically for the Didrickson Committee and that such "shrink wrap" cannot be removed from the bus without being destroyed, it has effectively precluded the bus company from leasing the bus to any other entity or third party since October 25, 1997 and continuing through the date of this complaint. Therefore, the fair-market value of the lease must be assessed based upon exclusive full-time use by the Committee regardless of whether the bus is actually on the road in use by the Committee or not. The Commission should obtain a copy of the lease agreement to verify that the Committee is being charged at a rate commensurate with this exclusive use.

The Commission has set out in its regulations specific provisions providing for the extension of credit by vendors to political committees. (See C.F.R. 116.3). In view of the fact that the Chicago Sightseeing Company was not paid by the Didrickson Committee, the Complainant alleges that there has been improper extension of credit by Chicago Sightseeing to the Committee in violation of 11 C.F.R. 116.3. There are legitimate valuation issues raised in the Group Exhibit "B" news article, but it also raises questions regarding the payment or lack of payment of a security deposit, insurance, etc. Each needs to be reviewed by the Commission. At a minimum, the extension of credit constitutes an excessive contribution in violation of 2 U.S.C. §441 and, in the event American Sightseeing Company is a corporation, it also constitutes a prohibited corporate contribution pursuant to 2 U.S.C. §441(b).

In a February 10, 1998 news article in the *Arlington Heights Daily Herald*, the Committee acknowledges the reporting violation. (See Group Exhibit "B"). However, that article raises additional questions given the statements made therein that the bus invoice was sent to Didrickson's Illinois State Comptroller's office for payment. This implies the contract was signed for by Loleta Didrickson in her official capacity. The Commission should obtain a copy of this contract and the alleged invoice which the unnamed accounting firm failed to disclose on the Committee's 1997 year-end report. This also raises questions as to whether other invoices were sent for payment to the Comptroller's office or whether there were any purchase orders requested from the Comptroller's office or by its employees for the benefit of the Committee. The Committee and the State Comptroller's office should be required to submit to the Commission any purchase orders, vouchers or contracts that have been submitted to the Comptroller's office for the benefit of the Committee.

II. Relief Sought

The Complainant estimates that based upon the cost estimates attached at Group Exhibit "A", the bus's operation from October 25, 1997 through February 15, 1998 reflects in excess of one hundred twenty thousand dollars (\$120,000.00) of excessive contributions received by the Committee. The Didrickson Committee reported receiving five hundred seventy-three thousand eight hundred dollars

(573,800.00) in contributions and made expenditures of one hundred sixty-six thousand six hundred ninety two dollars and seventy-seven cents (\$166,692.77) during 1997. At the rates estimated, when the seventy-five thousand two hundred dollars (\$75,200.00) for operating the bus in 1997 is combined with the additional expenses that must be incurred for the driver, driver's salary, driver's lodging, security deposit, insurance, fuel, etc., the expenditures made but not reported by the Committee undoubtedly exceed forty-five percent (45%) of the expenditures that the Committee actually reported to the Commission in its 1997 year-end filing. The fact that the Committee made expenditures that went unreported of nearly one-half (1/2) of all the expenditures that it did report demonstrates the seriousness of this allegation and mandates immediate action by the Commission.

Complainant requests immediate action by the Commission ordering the Didrickson Committee to make full and complete payment for the rental of the bus and all costs associated with it up through February 15, 1998. This payment should be made immediately and evidence of said payment should be presented to the Commission. In view of the fact that the Didrickson Committee not only acknowledges, but brags about the use of the bus traveling extensively during 1997, and is continuing to use it extensively in 1998, a factual investigation in this matter can be expedited and an order seeking immediate payment as sought by the Complainant in this matter can be achieved in an expeditious fashion.

I swear that the aforementioned facts as alleged in this document are accurate and true to the best of my belief.

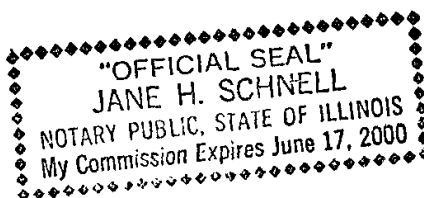
Respectfully submitted,

Mike Cys

Michael Cys

SWORN to and SUBSCRIBED
before me this 17 day of

February, 1998



Jane H. Schnell
NOTARY PUBLIC

Group Exhibit "A"

The Loleta-Cruiser

Who Paid for It?

The Costs

Loleta Didrickson's statewide bus-tour has been—or should have been—extremely costly. Though the Didrickson campaign failed to disclose any expenses—rental, mileage, gas, etc.—our research indicates that she should have been billed for the following amounts:

- **Bus Rental.** \$800/day;
- **Driver.** Nightly room and board for bus driver;
- **Shrink-Wrap.** Though Chicago Sightseeing does not do shrink-wrapping, the customer service representative informed us that a specialized company would charge a minimum of **\$10,000**.
- **Advertising Fee.** Chicago Sightseeing informed us that, if one of their buses were shrink-wrapped, Chicago Sightseeing would charge the customer an additional **\$4,800/month** for advertising.

The Tour

As documented on her web site—www.loleta98.com—Didrickson kicked off her bus tour on November 5, 1997.

A Didrickson campaign update issued on December 1, 1997 indicates that "We continue to get reports of sightings of the 'Loleta Cruiser'." Almost one month after the kickoff of her tour, Loleta was still traveling the state in her bus—at no expense to her campaign.

The same December 1, 1997 campaign update says that the "campaign bus...logged more than **1,100 miles** around the State, shrink-wrapped in a bright red 'Loleta for Senate Republican 1998' banner."

The Math

The cost of traveling for **one month** on a charter bus is as follows:

- \$800/day (minimum) for 30 days: **\$24,000**;
- Shrink-wrap: **\$10,000**;
- Advertising fee: **\$4,800**

- Driver: Cost unknown.
- **TOTAL: \$38,800**

A best estimate analysis of the costs associated with the lease and operation of the Loleta-Cruiser for the entire three and one-half month period (October 25 – February 16) is attached.

Research

Source:

American Sightseeing DBA Chicago Sightseeing
520 S. Michigan Ave.
Chicago, IL 60605-1626
(800) 621-4153

Didrickson's campaign brochure contains a picture of the candidate standing in front of her shrink-wrapped "Loleta-Cruiser." The upper-right corner of the shrink-wrap boasts the name *Prairie Trailways*.

Prairie Trailways, according to a May 27, 1997 *Chicago Tribune* article, is a subsidiary of Chicago Sightseeing.

BEST ESTIMATE ANALYSIS

October 25, 1997 - February 16, 1998

VARIABLE COSTS

Daily Rental Rate	\$800.00
Monthly Advertising Fee	\$4,800.00

FIXED COSTS

Shrink-wrap	\$10,000.00
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RENT (Variable)

Time Period	Number of Days	Daily Rate	Cost
October 25-31	7.00	\$800.00	\$5,600.00
November 1-30	30.00	\$800.00	\$24,000.00
December 1-31	31.00	\$800.00	\$24,800.00
January 1-31	31.00	\$800.00	\$24,800.00
February 1-16	16.00	\$800.00	\$12,800.00
Total Rental Cost	115.00	\$800.00	\$92,000.00

ADVERTISING (Variable)

	Number of Months	Monthly Rate	Cost
October 25-31	0.25	\$4,800.00	\$1,200.00
November 1-30	1.00	\$4,800.00	\$4,800.00
December 1-31	1.00	\$4,800.00	\$4,800.00
January 1-31	1.00	\$4,800.00	\$4,800.00
February 1-16	0.50	\$4,800.00	\$2,400.00
Total Advertising Cost	3.75	\$4,800.00	\$18,000.00

SHRINK-WRAP (Fixed)	\$10,000.00
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TOTAL COST

Rental	\$92,000.00
Advertising	\$18,000.00
Shrink-wrap	\$10,000.00
Total	\$120,000.00

OCT 25 - DEC 31, 1997**Rent**

October 25-31	7.00	\$800.00	\$5,600.00
November 1-30	30.00	\$800.00	\$24,000.00
December 1-31	31.00	\$800.00	\$24,800.00
Total			\$54,400.00

Advertising

October 25-31	0.25	\$4,800.00	\$1,200.00
November 1-30	1.00	\$4,800.00	\$4,800.00
December 1-31	1.00	\$4,800.00	\$4,800.00
Total			\$10,800.00

SHRINK-WRAP**\$10,000.00****TOTAL FOR PERIOD****\$75,200.00****JAN 1 - FEB 16, 1998****Rent**

January 1-31	31.00	\$800.00	\$24,800.00
February 1-16	16.00	\$800.00	\$12,800.00
Total			\$37,600.00

Advertising

January 1-31	1.00	\$4,800.00	\$4,800.00
February 1-16	0.50	\$4,800.00	\$2,400.00
Total			\$7,200.00

TOTAL FOR PERIOD**\$44,800.00**

7025.5610.00

Group Exhibit "B"

Summary of Attachments

1. Loleta Didrickson's December 1, 1997 campaign update, which specifies the mileage (1,100) logged by the "Loleta Cruiser";
2. Loleta Didrickson's bus tour announcement schedule, indicating that the tour began November 5, 1997;
3. Two *Chicago Tribune* articles (2/16/95 and 5/25/97) detailing the parent-subsiary relationship between Chicago Sightseeing and Prairie Trailways (relevant portions highlighted);
4. Loleta Didrickson's campaign brochure, containing a photo of the shrink-wrapped tour bus displaying the Prairie Trailways logo;
5. Two newspaper articles picturing Loleta Didrickson in front of her shrink-wrapped bus;
6. A picture, posted on Loleta's web site, of Didrickson and her family in front of the tour bus.



AN UPDATE FROM THE DIDRICKSON FOR U.S. SENATE CAMPAIGN

DEC. 1 1997

Republican Leaders:

When I ran for Comptroller in November 1994, your hard work, dedication and spirit enabled me to pull ahead of my opponent by more than 407,000 votes statewide.

Now I need that same commitment, but for a much greater and important challenge: a run for the United States Senate.

I describe myself as a very practical conservative. I was raised to believe in the fundamental beliefs of our party: the strength of the individual, individual freedoms and the free enterprise system. I believe government has a role in society, and as a safety net: there to provide for its citizens when they cannot provide for themselves. I also believe in a woman's right to choose, but I do not support the partial-birth procedure.

I am very proud of my life experiences. I have a wonderful and supportive family. I met my husband at the University of Illinois-Champaign. All three of our children are out on the campaign trail helping to get me elected.

I want to be your next U.S. Senator. I want to be a Republican U.S. Senator, representing the State of Illinois within the GOP majority of the U.S. Senate. Then we can achieve great things for the State of Illinois. The opportunity for Republicans in Illinois is enormous. I will be a U.S. Senator who will represent all of Illinois.

I was born in Chicago. I attended the University of Illinois in Champaign where I met my husband Charlie. We lived in Rockford for 9 years, where our three children were born. Beginning in 1982, I represented the south suburbs of Cook County as a four-term state Representative. In 1991 when Gov. Jim Edgar named me to head up the Illinois Department of Employment Security (IDES), I took on managing 3,000 state employees and 62 offices around the state. In 1994 I was elected by more than 407,000 votes to become the state's chief financial officer, managing the \$36 billion state budget. I've spent a lot of time in Springfield, working to make state government smarter and smaller. Now I want to take my 15 years of experience and represent the entire state of Illinois in Washington, D.C.

Fold for by Didrickson for U.S. Senate, Tom Hughes Treasurer
A copy of our report is or will be on file with the Federal Election Commission, Washington, D.C.

Didrickson for U.S. Senate / 134 N. LaSalle/Suite 924 / Chicago, IL 60602
312/782-1998 / Fax: 312/782-1974
www.kteta98.com

What we really need is a U.S. Senator who thinks about the whole State and its regions and how we can come together. With your help, I am going to win this race, first in March, 1998 and then in November 1998. We are going to do it County by County, Township by Township and friend to friend. That's how I am going to win.

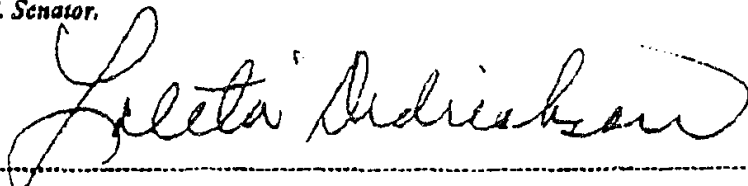
I must overcome my opponent's inherited wealth to win the Primary Election. Our goal is to raise \$3 million. That amount will allow me to compete and win in all the downstate and metro Chicago media markets. I will still be outspent by my opponent. But I will have gained the broad grassroots support that will give my candidacy strength and diversity.

We need a U.S. Senator who understands the needs of Illinois: expanding world markets for our products through free trade, for our workers, farmers and manufacturers; a simpler, fairer tax code for all taxpayers; reduced federal regulations, to enable our businesses to flourish, and achieving a smarter, smaller federal government with restrained spending.

We need a U.S. Senator who understands what it means to be an average person living day to day under enormous pressures—a Senator who believes we do not need a large, intrusive government that tries to guarantee results.

We need a U. S. Senator who supports the idea that federal programs need to be broken up and returned to the individual states and local governments where a more efficient solution can occur.

Together we will accomplish great things for Illinois, a premier state that deserves a premier U.S. Senator.



What's been happening with the Didrickson campaign?...On Nov. 12 Bob Dole became our National Campaign Chairman, re-paying Leleta grandly for her support in his presidential runs of 1988 and 1996...On Nov. 20, Dole announced that he would be coming to Chicago on Dec. 8 to headline a \$1,000 per-person reception for Leleta at the Sheraton Hotel...we have gathered 3,000 nominating petitions so far and need 5,000 by Dec. 15...We continue to get reports of sightings of The "Leleta-Cruiser," the campaign bus that logged more than 1,100 miles around the State, shrink-wrapped in a bright red "Leleta for Senate Republican-1998" banner in the Chicago area.



CONTACT: EDWARD MARSHALL
312-782-1998

JIM RIEMER
312-512-3696 (PAGER)

LOLETA DIBRICKSON FOR US SENATE - BUS TOUR ANNOUNCEMENT SCHEDULE

WEDNESDAY, NOVEMBER 5, 1997

- 9:45AM ✓ Chicago - James R. Thompson Center Plaza
100 West Randolph
- 12:00PM Springfield - Old State Capital Plaza (South Front)
- 3:15PM ✓ Charleston - Begin three day state bus trip
Coles County Courthouse, Courthouse Square
- 7:00PM Mt. Vernon - Jefferson County Courthouse
100 South Tenth Street

THURSDAY, NOVEMBER 6, 1997

- 8:00AM Carbondale - Train Depot, 105 South Illinois Avenue
- 11:00AM Belleville - Belleville Area College, Room 2364 (History/Politics Class)
2500 Carlyle Avenue
- 11:20AM Media availability outside building in front of bus.
- 3:00PM ✓ Peoria - Peoria Civic Center Plaza
201 South West Jefferson
- 4:30PM Galesburg - Jurners Lodge, I-72 and East Main
- 6:00PM Rock Island - Augustana College, Wallenberg Hall
3520 Seventh Avenue

FRIDAY, NOVEMBER 7, 1997

- 9:00AM ✓ Rockford - Midway Museum & Village (media availability at Gazebo)
6799 Guilford Road
- 12:00PM Rosemont - Rosemont Theater Plaza, 5400 River Road
- 2:00PM Naperville - Naperville Riverwalk, Corner of Eagle & Jackson Street
- 5:00PM Flossmoor - Flossmoor Country Club
1441 South Western Avenue

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Organized by Dibrickson for U.S. Senate, Tom Hughes Treasurer

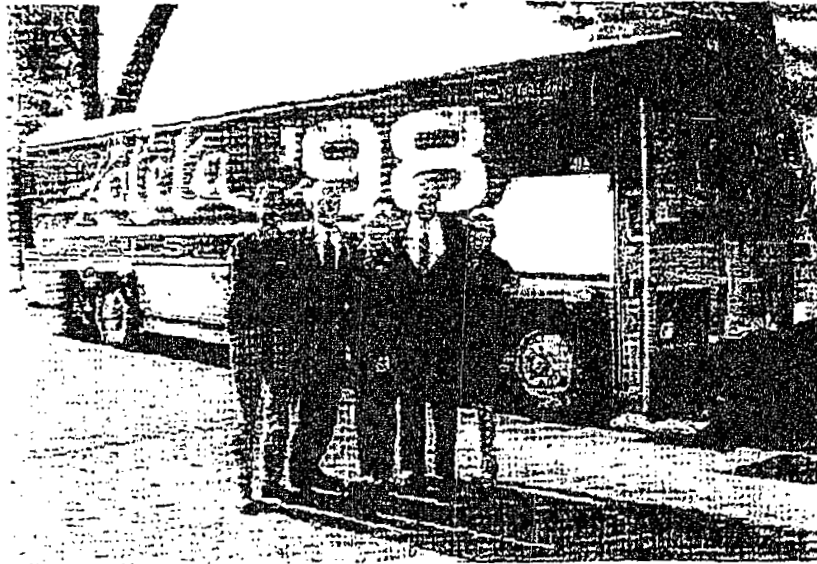
A copy of our records will be on file with the Federal Election Commission, Washington, D.C.

Dibrickson for U.S. Senate / 134 N. LaSalle/Suite 924 / Chicago, IL 60602

312/782-1998 / Fax: 312/782-1974

www.ileta98.com

View my
Scrapbook!



Charlie Jr., John, Abby, Charlie and me in front of "Lolita"

[Back to Scrapbook](#)



230 Loleta Didrickson 126

The brightly painted bus, with Loleta Didrickson's name emblazoned across the side rolled into Jumer's parking lot this past week, greeted by a crowd of Republican party officials and supporters. Didrickson, announcing her candidacy for next year's U.S. Senate race stepped off the bus and onto center stage for a group of local Republican officials and supporters. In the crowd, to greet her were State Senator Carl Hawkinson and State Representative Don Moffitt as well as Knox County Republican Chairman Roger Stockman and Central Committeeman for the 17th District Buster Kellogg.

About 75-100 supporters crowded into the lobby of the Jumer's Continental Inn as Didrickson was introduced by State Senator Carl Hawkinson. A poised, confident and polished Didrickson stepped to the podium and outlined a mainstream Republican platform that she promised will restore the voice of the Illinois GOP to the United States Senate for the first time since 1984.

A former four-term State Representative and member of Governor Jim Edgar's cabinet, Didrickson vowed to build on her 15 years of experience in state government by serving as a leader in Washington, D.C. for all of Illinois.

"I believe I am the right person at the right time to bring a strong Illinois Republican presence to the U.S. Senate," Didrickson said. "Government should be smarter and smaller, which I have demonstrated by cutting waste and bureaucracy at the state level. I want to bring this approach to Washington."

"I want the opportunity to shift the focus of the federal government from one that employs wasteful, costly programs with uncertain results to one that serves as a safety net, addressing society's problems by placing the emphasis on the individual and private enterprise."

Continued on page 3. See Didrickson

Didrickson. Continued from page one.

Didrickson launched her U.S. Senate run with a call to overhaul the Internal Revenue Service and the federal tax code, restrain federal spending, provide leadership on the issue of school choice and restore Illinois to its ranking as the nation's #1 export state.

"The current federal tax code is too cumbersome. Small businesses are forced to hire accountants and tax lawyers just to figure it out," Didrickson said. "I will push for a flatter, simpler tax that preserves the deduction for home mortgage interest and eliminates federal income tax for the working-class poor."

Describing school choice as the "ultimate civil right of our day," Didrickson favors injecting competition into public education. "I want to help those young people who are trapped in crime-ridden neighborhoods with inferior schools. I believe the federal Department of Education should provide leadership by supporting the concept of school choice."

Didrickson also called for an aggressive state-federal partnership designed to restore Illinois as the leading export state. "There is no good reason why Illinois, with our rich industrial, service and agricultural economy, has fallen behind in sending its products abroad. A strong Illinois Republican presence in the Senate is needed to expand free trade."

In seeking the GOP nomination for the U.S. Senate, Didrickson enjoys unprecedented support from the leading lights of the Illinois Republican Party: Edgar, Secretary of State George Ryan, Party Chairman Harold B. Smith and House GOP Leader Lee Daniels. Gov. Edgar is co-chairman of her campaign along with former Governors Straton and Thompson.

Since she was elected Comptroller by 407,000 votes in November of 1994, Didrickson has led a dramatic and successful effort to overhaul the state's Chief Fiscal Office. She reduced payroll by 25%, replaced a risky and obsolete 24 year-old accounting system with the new Statewide Accounting Management System (SAMS), that includes a solution to the Year 2000 computer problem, and posted all the state's fiscal information on the Internet.

Didrickson's record as a state representative, Edgar administration Cabinet member and Comptroller displays a commitment to streamlining government and making it more accountable, aiding small business and working with labor to establish merit pay for her employees.

First elected to the Statehouse in 1982, Didrickson served four terms in the Illinois House where she focused on issues such as business, education, women's health care and drug abuse. In 1990 Gov. Edgar tapped her to serve as Director of the Illinois Department of Employment Security. At IDES, she reduced payroll by 10%, saved \$15 million over two years and embraced innovative technology, earning the "National Innovation" award from Information World magazine.

A graduate of Chicago public schools, Didrickson was born and raised on the city's northwest side. She and her husband Charlie, who met at the University of Illinois-Champaign, have three grown children and live on Chicago's near north side.

Comptroller puts exports first in her Senate campaign

'Trade overshadows human rights, says GOP candidate

BY PATRICK E. GAUEN
Illinois Political Correspondent

The banner on Loleta Didrickson's campaign bus is red. But the theme of her U.S. Senate candidacy is green, for the dollars Illinois can gain from increased international trade.

The export market is so important, she said Thursday at Belleville Area College, that it transcends even concerns about human rights violations in China.

"I wouldn't cut off our economic empowerment because of it," she told a student who suggested that "most favored nation" trade status be withheld because of Chinese government abuses.

Didrickson, a Republican in her first term as state comptroller, said she deplores the oppression and even turned down an invitation to visit China earlier this year because of it.

But she suggested that economic



Carol Mitchell Jr./Post Dispatch

Loleta Didrickson campaigns in Belleville on Thursday, the second day of a 13-city tour. Didrickson, a Republican, is Illinois comptroller and stumping on a promise to increase the state's international trade.

vitality depends heavily on new markets, and China represents the biggest.

"If you're a farmer, if you're a manufacturer, if you're a line worker, if you're a salesman, if you're a dock worker, if you're a grain elevator operator, if you're a

trader on the Board of Trade what trade does is, it unites the whole state and provides opportunities to grow our economy and our jobs," she explained.

Didrickson visited Belleville on the second day of a tour of 13 Illinois cities to kick off a campaign

backed by Gov. Jim Edgar and most — but not all — of the state's Republican heavyweights.

State Senate President James "Pat" Philip, R-Wood Dale, endorsed her more conservative opponent, Peter G. Fitzgerald, a state senator from Palatine.

Didrickson rejected most comparisons with the 1996 GOP Senate primary in which conservative state Rep. Al Salvi beat moderate Lt. Gov. Bob Kustra.

But she said Salvi's defeat by the Democrats later that year is evidence why fellow Republicans had better turn out for her. The experience suggests that Fitzgerald cannot defeat the incumbent Democrat, Sen. Carol Moseley-Braun.

"That's exactly the message we've heard around the state," Didrickson told reporters.

"I can win in March and I can win in November, and that is the ultimate goal."

Didrickson called herself a "fiscal conservative" who believes in a smaller government that lets private enterprise drive the economy.

But she said she also believes in "individual rights" regarding, for example, abortion and private ownership of firearms, although not assault weapons.

"I'd knock down and overhaul the IRS as we know it," she declared, proposing instead a flat-rate income tax with only a home

mortgage deduction. Didrickson, 56, of suburban Champaign, served four terms in the Illinois House before Gov. Edgar named her head of the state's Department of Employment Security. She was elected comptroller in 1994.

Salvi's next campaign

Republican Al Salvi said Thursday that he will run for secretary of state in 1998 and hopes the gun-control issue that dogged his failed 1996 U.S. Senate race will work in his favor now that he has switched positions.

Salvi, 37, a lawyer from Mundelein, grabbed headlines last summer with a newspaper essay outlining his switch from fervent opponent to supporter of the federal ban on semiautomatic assault weapons and the Brady Law, with its waiting period for gun buyers.

Salvi said in an interview that his position will hurt him with some of the fellow conservatives. But he said it could help him in November against a Democratic opponent, especially Orland Park Police Chief Tim McCarthy, the former Secret Service agent who was wounded in the assassination attempt on former President Ronald Reagan.

FYI

DOCUMENT 1 OF 2

TRIB9714500072

TRANSPORTATION

TRANSPORTATION NOTES.

FYI

The Transportation notes are compiled from Jim Mateja's notebook and Chicago Tribune wires.

190 Words

1525 Characters

05/25/97

Chicago Tribune

CHICAGOLAND FINAL: CN

10

(Copyright 1997)

- The National Highway Traffic Safety Administration is promising to require that, for the first time, consumers be told how prone the cars or trucks they buy and drive are to tipping over. Rollovers account for 25 percent of all crashes.

- BMW of North America and the Susan G. Komen Breast Cancer Foundation have kicked off a nationwide Drive for the Cure to raise \$1 million. BMW will contribute \$1 for every mile test-driven at special events at BMW dealerships in more than 90 cities through Oct. 31.

- GM is extending its "Concept:Cure" breast cancer research fundraising program to incorporate education and awareness campaigns via the National Alliance of Breast Cancer Organizations.

- The Chicago Sightseeing Company, parent of American * Sightseeing, Gray Line of Chicago, Prairie Trailways, O'Hare Express, O'Hare Wisconsin Limousine and Chicago's Original Trolley Lines, is celebrating its 90th season of business. The Ferrone family has operated the business since 1919, when Henry Ferrone purchased it.

- Golden Gate Bridge officials this week will mark the 60th anniversary of the world-famous suspension span. The bridge is slated for a \$175 million seismic retrofitting plan this year.

— Don (President)
&
Chris (Operator)
Ferrone

10607 * End of document.

TRANSPORTATION TRAILWAYS MAKES TRACKS TO CHICAGO

DOCUMENT 2 OF 2

TRIB9504800301

BUSINESS

TRANSPORTATION TRAILWAYS MAKES TRACKS TO CHICAGO

120 Words

1103 Characters

02/16/95

Chicago Tribune

NORTH SPORTS FINAL: N

3

(Copyright 1995)

Trailways National Bus System, the nation's second-largest bus line behind financially ailing Greyhound Lines Inc., has signed up a local tour and charter operator to re-establish a hub and terminal in Chicago.

A family-owned group of four bus companies that includes American Sightseeing, Gray Line and O'Hare Express in May will begin operating routes as part of the Trailways system between Chicago and Milwaukee, St. Louis, and Davenport, Iowa, said Chris Ferrone, head of operations. His father, Don, is president of the * company that will operate the new routes under the name Prairie * Trailways.

Trailways is an association of regional bus companies operating a national system. Other Trailways member companies will operate routes into Chicago from the East and South.

I0601 * End of documents in list. Press ENTER or enter another command.